Appendix B: Parking ratios

The GreenTRIP[1] program of the nonprofit organization TransForm provides research and experience reducing VMT through different strategies, including reduced parking supply. We recommend using GreenTRIP's[2] parking ratio:

GreenTRIP Parking Ratios

Place Type (and example from Bay Area)	Maximum Parking Spaces per Unit
Regional Center (Downtown SF, Oakland and San Jose)	0.75
Urban Center (Downtown Hayward, Berkeley and Santa Rosa)	1.00
Urban Neighborhood (Oakland Fruitvale, Mission District in SF, Berkeley Ashby BART)	1.00
Sub-Regional Center (Pleasant Hill BART, Dublin/Pleasanton BART)	1.25
Town Center (Downtown: San Mateo, Petaluma, San Leandro, South Hayward BART)	1.50
Neighborhood (Whisman Station San Jose, Mountain View, Hercules)	1.50

We recommend a similar, simple chart of parking ratios for commercial development supported by accurate and place-specific data. For example, below is data from Nelson/Nygaard illustrating actual parking demand in areas ***without*** regional rail transit. Therefore, the parking ratio in the CEQA Guidelines should be lower than those observed in the data below.

Downtown Comparisons—Mode Split to Actual Demand by Nelson/Nygaard

City	City Population	Occupied Parking Spaces per 1,000 Square Feet
Oxnard	193,000	0.98
Chico	59,900	1.7
Palo Alto	58,600	1.9
Santa Monica	84,100	1.8

Source: Census Transportation Planning Package (CTPP) 2000. SF refers to occupied non-residential built area in Chico and Palo Alto and both vacant and occupied non-residential built area in Santa Monica and Kirkland.

[1] GreenTRIP. *GreenTRIP How-To Guide.* <http://www.transformca.org/sites/default/files/greentripguide_0.pdf>
[2] For more information on GreenTRIP: <http://www.transformca.org/landing-page/greentrip>